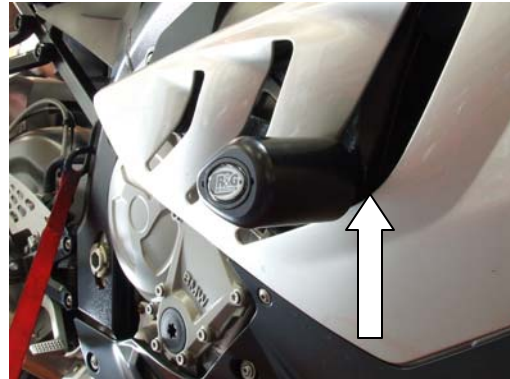




**FITTING INSTRUCTIONS FOR CP0263BL AERO CRASH PROTECTORS
BMW S1000RR 2010-**



PICTURE 'A'



PICTURE 'B'



REAR OF BIKE

FRONT OF BIKE

PICTURE 'C'

Please note that the way the kit is packed does not necessarily represent the way of mounting to the bike
Please note that in cases where kits are packed with rubber washers holding the components onto the bolt – the rubber washers should be thrown away!

You will need the following tools to complete this job.

**Socket set to include T50 male socket and 17mm A/F socket and wrench.
Torque wrench to be used at 40NM.**

Near side (left side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture 'A' (using T50 male socket).
- Slide one of the 10mm washers onto the longer M10 hexagon headed bolt so washer sits against head of bolt.
- Slide smallest spacer (5mm wide) over the bolt so it sits against washer just fitted.
- Slide serrated locking washer over the bolt so it sits against spacer just fitted.



- Next slide bolt, spacer and washer through either bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the longest spacer (45mm long) over bolt so larger diameter sits against bobbin (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Fit bobbin cap into bobbin.

Off side (right side as you sit on bike)

- Remove the engine mounting bolt arrowed in picture 'B' (using T50 male socket).
- Slide one of the 10mm washers onto the shorter M10 hexagon headed bolt so washer sits against head of bolt.
- Slide serrated locking washer over the bolt so it sits against washer just fitted.
- Next slide bolt with washers through remaining bobbin so head of bolt goes into counter-bore in bobbin.
- Next slide the remaining shorter spacer over bolt so larger diameter sits against bobbin (the amount of bolt protruding from spacer should be the same as the original engine mounting bolt).
- Offer this assembly up to frame mount and tighten bolt until you feel some compression from inside the protector using 17mm socket and wrench. **PLEASE NOTE BOBBIN MUST BE POSITIONED AS IN PICTURE 'C' ABOVE WITH BIGGER END TOWARD FRONT OF BIKE.** Turn a little more so that you feel the compression increase slightly. Then apply a quarter turn. Do not overtighten as damage can occur to the bike. Do not exceed 40nm of torque.
- If not already fitted fit bubble sticker into recess of bobbin cap.
- Fit bobbin cap into bobbin.

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